

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 2545-02
BILL NO.: HB 1672
SUBJECT: Motor Vehicles
TYPE: Original
DATE: February 15, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Highway/ Road Funds	(\$203,807 to \$399,404)	(\$8,210)	(\$8,210)
Total Estimated Net Effect on <u>All</u> State Funds	(\$203,807 to \$399,404)	(\$8,210)	(\$8,210)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue** and the **Department of Public Safety - Missouri Highway Patrol** assume this proposal would not fiscally impact their agencies.

Officials from the **Department of Economic Development - Division of Motor Carrier and Rail Road Safety (DED)** assume this proposal would amend section 304.190 which would no longer require carriers operating in Franklin or Jefferson Counties to register with DED and pay a \$10 fee per vehicle. Also, they would not have to file proof of insurance with DED. For the 1999 renewal period, DED issued 821 credentials to carriers located in Franklin and Jefferson counties. At \$10 per credential, DED would lose approximately \$8,210 per year in revenues to the Highway Fund. This number is probably understated because of carriers who may be located outside of the commercial zone, but conduct all of their business in the commercial zone.

Officials from the **Department of Transportation (DHT)** assume this proposal would result in increased costs for road signs and posts on Missouri roadways. Separate road signs will need to be created and installed to identify the speed limits for the trucks impacted by this legislation. It is estimated that an additional 633 signs would be needed, at an average cost of \$309 per sign, for a total anticipated cost of \$195,597 in FY01. Additionally, a second sign may be required to restrict trucks over 12 tons to the right lane. An average of 633 signs at a cost of \$309 per sign, for a total of \$195,597.

Therefore, assuming DHT designates the right lane only provision, the grand total of this legislation is \$391,194. However, if DHT does not designate the right lane only provision, the cost would only be \$195,597.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
HIGHWAY/ ROAD FUNDS			
Costs - Department of Transportation Road signs and posts	(\$195,597 to \$391,194)	\$0	\$0
Loss of fee revenue - Division of Motor Carrier and Rail Road Safety (DED)	<u>(\$8,210)</u>	<u>(\$8,210)</u>	<u>(\$8,210)</u>
ESTIMATED EFFECT ON HIGHWAY/ ROAD FUNDS	<u>(\$203,807 to \$399,404)</u>	<u>(\$8,210)</u>	<u>(\$8,210)</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
	\$0	\$0	\$0

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

This proposal sets the speed limit for trucks weighing over 12 tons, including their load, at 60 miles per hour. The Department of Transportation will have the authority to designate truck travel lanes for trucks weighing over 12 tons when there are three or more lanes of travel in the same direction.

The commercial zone for St. Louis City is extended to include the counties of St. Charles, Jefferson, and Franklin.

Any operator of a vehicle required to stop at a weigh station who knowingly avoids the station is guilty of a misdemeanor, as is any operator who knowingly avoids a weigh station by exiting a highway and proceeding along an outer road passing a weigh station and reentering the same highway in the same direction, as long as the operator has actual knowledge of the weigh station because there was a road sign.

This legislation is not federally mandated, would not duplicate any other program, and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue
Department of Public Safety - Missouri Highway Patrol
Department of Transportation

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Department of Economic Development - Division of Motor Carrier and Rail Road Safety

A handwritten signature in black ink, appearing to read "Jeanne Jarrett". The signature is stylized with a large, looped initial "J" and a cursive "Jarrett".

Jeanne Jarrett, CPA
Director
February 15, 2000